

2017 State Transportation Plan

Action Plan Focus Group
Meeting 1
November 12, 2015



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Action Plan

- Focus group composition
- Purpose of action plan



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Needs

- OLE
- Districts
- MPO/RPA
- Commission
- Coalitions
- Public
- Other

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Parameters

- Short term, long term, and ongoing strategies
- Study corridors
- Specific improvements
- Multimodal
- Fiscal constraint
- Other

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Defining Strategies and Improvements

- Draft freight plan strategies
- Example strategy areas
- Available plans and tools

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Draft Freight Plan Strategies

IOWA'S FREIGHT IMPROVEMENT STRATEGIES	
1	Maximize the advantages inherent to Iowa's geographic proximity
2	Explore/create other funding sources to increase investment in the freight transportation system
3	Target investment to address mobility issues that impact freight facilities
4	Utilize designs that are compatible with oversize/overweight freight movements
5	Target investment on the interstate system at a level that reflects the importance of this system for moving freight
6	Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues
7	Advance a 21st century Farm to Market system that moves products seamlessly across road, rail, and water to global marketplaces
8	Implement asset management tools and practices and promote their use at the local level
9	Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency
10	Optimize the availability and use of freight shipping containers
11	Explore opportunities for increasing value-added production within the state
12	Continue to advance efforts on the M-35 Marine Highway Corridor
13	Provide real-time information on system conditions to support the movement of freight
14	Leverage information from users of the system to support advanced decision-making and incident avoidance
15	Provide measured, clear, non-technical performance results for the freight system
16	Streamline and align freight-related regulations and minimize unintended consequences
17	Act as a point of contact and educator on freight transportation options

4. Utilize designs that are compatible with oversize/overweight freight movements (*capital investments, operational improvements, use of innovative technologies*)

While a strategy that targets investments to address existing mobility issues is prudent, it is also necessary to avoid investments that unknowingly create new obstructions to freight movement. The most obvious example of this is the application of roadway designs that are incompatible with oversize/overweight vehicles (OSOW). Due to the dimensions and turning characteristics of these OSOW vehicles, some design applications, such as roundabouts, can create unintended bottlenecks on the system.

Investments that are targeted for facilities that handle large volumes of OSOW vehicles, such as those identified in Figure/Table X.X, should incorporate designs that are compatible with these types of freight movements. In addition, future routing and access control decisions and processes should consider those facilities that are known to be compatible with OSOW freight movement. The resulting coordination would effectively create an optimal OSOW network for the state of Iowa.

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Example Strategy Areas

Maintain the system/state of good repair

- Asset data inventory
- Analysis/prioritization tools
- Transportation asset management
- Safety improvements
- ADA compliance improvements
- Access management

Provide new travel choices

- Ridesharing tools
- Park and ride system development
- Interregional/commuter transit
- Complete Streets policy
- Bike/ped accommodations

Increase system efficiency

- Communications/surveillance network
- Traveler/vehicle information
- Incident management
- Traffic control
- Transportation Operations Center
- Freight/OSOW network

Right-size the system

- Transfer of jurisdiction
- Traditional capacity improvements
- Super-2 improvements
- Managed lanes (HOV, bus, truck-only)
- Facility abandonment

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Available Plans and Tools

- Freight and Rail Plans
- Interstate Plan
- Asset Management Plan
- ICE
- iTRAM
- Project Prioritization
- Other

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Next Steps

- Begin developing structure of action plan and process for identifying improvements
- Next meeting: Thursday, January 21